



Aviation Investigation Final Report

Location:	Heber City, Utah	Accident Number:	GAA18CA127
Date & Time:	February 12, 2018, 15:53 Local	Registration:	N338HW
Aircraft:	Hughes 369	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The helicopter pilot reported that he was maneuvering at a low altitude in an attempt to net an elk. When the helicopter was approximately above the elk, his attention was immediately focused forward due to a small rise in terrain. He pitched the helicopter's nose up, and the helicopter started to shake and spin. Subsequently, the helicopter struck the ground, the right skid broke, and the helicopter came to rest on its right side.

Postaccident examination revealed that the tail rotor had struck the elk when the pilot pitched the helicopter's nose up.

The helicopter sustained substantial damage to the tailboom and rotor.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the helicopter that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain clearance from an elk while maneuvering at a low altitude.

Findings

Aircraft	Altitude - Not attained/maintained
Personnel issues	Monitoring environment - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Animal(s)/bird(s) - Effect on operation

Factual Information

History of Flight

Maneuvering-low-alt flying	Miscellaneous/other (Defining event)
Maneuvering-low-alt flying	Collision with terr/obj (non-CFIT)
Other	Roll over

Pilot Information

Certificate:	Commercial	Age:	46,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 2, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 25, 2016
Flight Time:	(Estimated) 4877.7 hours (Total, all aircraft), 1670 hours (Total, this make and model), 4700.3 hours (Pilot In Command, all aircraft), 275.2 hours (Last 90 days, all aircraft), 95 hours (Last 30 days, all aircraft), 6.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Hughes	Registration:	N338HW
Model/Series:	369 D	Aircraft Category:	Helicopter
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	890559D
Landing Gear Type:	High skid	Seats:	4
Date/Type of Last Inspection:	January 30, 2018 100 hour	Certified Max Gross Wt.:	3000 lbs
Time Since Last Inspection:		Engines:	1 Turbo shaft
Airframe Total Time:	6339 Hrs as of last inspection	Engine Manufacturer:	Rolls Royce
ELT:	Not installed	Engine Model/Series:	250-C20B
Registered Owner:	HELIWILD INVESTMENTS LLC	Rated Power:	420 Horsepower
Operator:	HELIWILD INVESTMENTS LLC	Operating Certificate(s) Held:	Rotorcraft external load (133), On-demand air taxi (135)
Operator Does Business As:	Helicopter Wildlife Services	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVU, 4497 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	22:56 Local	Direction from Accident Site:	258°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.79 inches Hg	Temperature/Dew Point:	8°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.330001,-111.043609(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Eric McRae; FAA; Salt Lake City, UT
Original Publish Date:	May 14, 2018
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96736

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